

THE SHIPBUILDERS OF THOMASTON -- IIII
DUNN & ELLIOT

Still in existence in Thomaston, and still connected with the sea through operation of a small marine railway, the firm of Dunn & Elliot has a continuous record of business since 1864. In that year, Thomas W. Dunn joined with three of his relatives and four ship-carpenters to build the 233-ton schooner SEVENTY SIX, whose stern carvings still adorn the Dunn & Elliot sail loft at Thomaston.

To unravel the fairly complicated family relationships in E. Walsh & Co., we had best commence with John Elliot, who was born in Halifax, Mass., in 1768, came to Thomaston in 1855, and died there on 19 December 1862, aged 94. He had two sons, John and Richard, who carried on the trade of blockmaker at Thomaston, and three daughters. The eldest girl, Abigail, married Thomas Dunn and went to Boston, where about 1825 they had a son named Thomas W. Dunn. In 1837 they moved to Thomaston, where young Thomas learned the sailmaker's trade.

Another daughter, Mary Ann, married Robert Walsh, son of William Walsh from Dublin, Ireland. Robert Walsh was a successful business man and shipbuilder of Thomaston. He died suddenly on 20 July 1864, at 61. The Walshes' second son, Edwin, born in 1837, had started a hardware store in 1857, and he determined to follow in the shipbuilding footsteps of his father. Accordingly, in 1864 he formed the firm of E. Walsh & Co., the other partners being his cousin Thomas W. Dunn, the sailmaker; his Uncle John Elliot, the blockmaker; his cousin George W. Elliot; and the four ship-carpenters, Luther M. Simmons, Nicholas H. Lenfest, Thomas Russell, and G.Y. Creighton.

George Elliot at this time was also in partnership with Thomas W. Dunn as Dunn & Elliot, sailmakers. This firm was originally established by Thomas W. Dunn and Richard Elliot, with George taking the place of his father on Richard Elliot's death in 1859.

In financing the SEVENTY SIX, the firm established a pattern that was followed for many years. Although E. Walsh & Co. doubtless acted as agents in financing the construction of the vessel and in collecting

and distributing her earnings, ownership was only in the name of the individual partners and others. Among them, the partners owned only $\frac{1}{4}$ of the SEVENTY SIX, and two, Lenfest and Simmons, had no direct interest. The rest was distributed among other St. George, Warren, and Thomaston people, many of them related to the partners, with $\frac{1}{16}$ th taken by James Bliss & Co., shipchandlers of Boston. Captain Joseph Teel of St. George, master of the schooner, owned $\frac{1}{32}$, and no one individual owned more than $\frac{1}{16}$.

Luther Simmons apparently was master carpenter of the SEVENTY SIX, and she is stated to have been built in the Copeland yard. The following is a list of the vessels built by the firm in the next few years:

	(old)	(gross)	
1864 SEVENTY SIX	233	196	*
1864 JOHN ELLIOT		257	
1865 DAPHNE	brig	425	
1866 CARRIE HEYER		243	
1866 JAMES YOUNG		251	*
1867 CARRIE WALKER		173	
1867 ABBIE DUNN		279	
1868 LIZZIE CARR		286	*
1869 GEORGIA N. MacFARLAND	3m.	267	
1869 ALBERT L. BUILER	3m.	344	
1869 LOUISA BLISS	3m.	455	
1870 JENNIE F. WILLEY	3m.	383	
1870 CHARLES F. HEYER	3m.	323	
1871 EFFIE J. SIMMONS	3m.	214	
1872 AMOS WALKER	3m.	364	
1872 LIZZIE WILSON	3m.	319	
1872 HATTIE G. McFARLAND	3m.	546	
1873 M. E. DOWNER	3m.	378	
1873 ANNIE C. COOK		221	
1873 ETTA M. BARTER	3m.	272	
1873 LIZZIE HEYER	3m.	360	1898

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Those marked with the asterisk in the preceding table are stated to have been still afloat in 1903. Years of loss are given when available. All the vessels were schooners except the DAPHNE, the GEORGIA B. MacFARLAND being the first three-master built on the Georges River. HATTIE G. McFARLAND was later a barkentine. The DAPHNE is stated to have been built in the Brown yard at Thomaston, and the CARRIE HEYER in the Walker yard.

That the operations of the new firm were successful from the first is shown by the fact that four deepwater shipmasters owned shares in the JOHN ELLIOT: Samuel Watts and Sanders Curling 1/16 each and Harvey Mills and Alfred Watts 1/32 each. Amos Walker, a shipbuilder of Thomaston, also owned 1/16 of the JOHN ELLIOT, and in 1866 he became a member of the firm. Russell and Creighton, neither of whom owned in any of the vessels after the SEVENTY SIX retired at this time, and the firm was then styled T.W. Dunn & Co. Lenfest last owned in the JAMES YOUNG, and when he withdrew from the firm it was reorganized in 1867 as Walker, Dunn & Co. The schooner AMOS WALKER is still remembered for a passage from Baltimore to Liverpool in 14 days, under Captain John Dunn.

The remaining Walker, Dunn & Co. vessels were:

1874 MAGGIE M. RIVERS	3m.	281	
1874 ALMEDA WILLEY	3m.	426	*
1874 MELISSA A. WILLEY	3m.	425	1915
1875 MINNIE M. WATTS	Bark	1022	1883

The bark MINNIE WATTS was the firm's only venture into deep-water vessels. She was owned 12/64 by her master, Edwin Watts; 1/64 by Eben Creighton; and the rest, in a departure from the usual pattern of ownership, by Walker, Dunn & Co., which at that time consisted of Amos Walker, Thomas W. Dunn, John Elliot, L.M. Simmons, and George Elliot. She left New York with a cargo of railroad iron for Portland, Ore., on 20 May 1883, was spoken off the Horn in July, and then disappeared with Captain Watts and all his crew.

The MELISSA A. WILLEY was later rebuilt and renamed ALICE MURPHY.

For several years after 1875 the firm built no vessels. In 1879 they had the 435-ton three-master R. BOWERS built by H.M. Bear at Camden, and in 1880 Thomas W. Dunn and George Elliot took over, merging the shipping operations with their sailmaking business all under the style of Dunn & Elliot.

Commencing in 1880, the firm built the

following vessels:

1880	Prtn	FREEDA A. WILLEY	584	1893
1881	3m. Sch	LIZZIE A. WILLEY	573	1915
1882	3m. Sch	ELLA ELLIOT	461	
1882	3m. Sch	CARRIE STRONG	473	1916
1883	3m. Sch	NELLIE A. DRURY	497	
1883	3m. Sch	LIZZIE CHADWICK	472	1906
1884	3m. Sch	HATTIE DUNN	485	1918
1884	3m. Sch	T. W. DUNN	707	1916
1887	3m. Sch	PHINEAS W. SPRAGUE	778	1917
1888	3m. Sch	CORA DUNN	554	*
1888	4m. Sch	WILLIE H. CHILD	626	1911
1889	3m. Sch	ROBERT McFARLAND	641	*
1890	3m. Sch	BENJ. C. FRITH	886	*
1890	3m. Sch	SADIE C. SUMNER	672	*
1890	4m. Sch	D. H. RIVERS	1072	*
1891	4m. Sch	ELLA M. WILLEY	841	1918
1894	4m. Sch	C. S. GLIDDEN	1057	1897
1898	4m. Sch	C. S. GLIDDEN (2d)	1245	1903
1899	4m. Sch	LIZZIE J. PARKER	1399	1901
1900	4m. Sch	THOMAS S. DENNISON	1491	1913
1900	3m. Sch	REPUBLIC	801	1919
1901	4m. Sch	WILLIAM H. YERKES	1498	1915
1901	4m. Sch	L. HERBERT TAFT	1492	1912

Luther M. Simmons apparently was master builder for the firm in the 1880's, as he owned 1/64 of several of the schooners, and is listed as builder in the "Record." The REPUBLIC was built in the old Watts yard. Thomas W. Dunn was 80 in October 1901, and retired from the firm. A list of all the vessels built up to that time was printed in the "Nautical Gazette" for 23 Jan. 1902; it has been supplemented by a list now in the possession of Richard Elliot, for this study.

Dunn & Elliot owned shares in a great many other vessels operated in the Atlantic during this period, doubtless to secure the sailmaking business. In April 1899, for example, they acquired 1/16 of the giant four-masted bark MAY FLINT, 3576 tons, Capt. E. D. P. Nickels being the only other State of Maine owner in her.

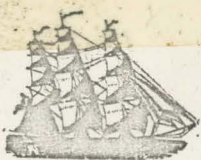
In 1902, George Elliot became senior partner of the firm, and he was joined by Richard E. Dunn and Richard O. Elliot of the next generation. They built:

1903	3m. Sch	E. MARIE BROWN	456	1921
1904	4m. Sch	HELEN E. TAFT	1197	1908
1904	4m. Sch	E. STARR JONES	916	1919

After 1904 the firm discontinued building, although there was still a large fleet to be managed, and the sail loft was active. In 1908, Captain Arthur Elliot left the E. STARR JONES and became a partner, and in 1913 the firm bought the O'Brien property, wharves and buildings, and went into the coal, grain, and general store business. During World War I, when there was a brief

TWO-DAY N. H. auction by Richard W. Withington in Concord, N. H., this forthcoming announcement of a Tre- mous antique sale of great im- portance—in Vermont.

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from Maine's Golden Decades of Sail

THE CONTENTS OF

Dunn & Elliotts' Famous Sail Loft ON THE ST. GEORGE RIVER, THOMASTON, MAINE

Three Blocks from Route 1 via Green Street

Saturday, September 11, 1965 at 10:00 A. M.

Preview Friday, September 10th, from 1:00 until 6:00 P. M.

From 1787 until 1920 the town of Thomaston, Maine, built hundreds of vessels. The Burgess & O'Brien Shipyard, Sail Loft and General Store were the nerve centers of this vast activity. In 1864 Dunn & Elliot took over the great work and carried it on until 1920, when the Edna Hoyt slid down the ways. Some of these Thomaston built vessels were sturdy draught horses, tilling the rivers and coastal waters of the eastern United States, others were gallant racers roaming the seven seas, bringing fame and fortune to their owners, their town and their nation. This auction offers valuable records, documents and objects having to do with the construction, operation and history of these vessels, as well as the men who built and sailed them.

A GREAT QUANTITY OF NAUTICAL PAPERS: About 100 General Store Ledgers dating from the 1830's, which include in their contents entries naming scores of famous sea captains, vessels, their provisioning lists, etc. Approx. 200 original sail plans for various type vessels built throughout the world. Complete 20th century business records of many Dunn & Elliot vessels—brigantines, schooners, ships, etc. These records are by no means dry reading, but contain here and there, data on which a great novel might be spun. Precise "share" records of various Dunn & Elliot vessels. The original notice to owners written in German long hand by the commander of U-Boat 151, announcing his sinking of the Hattie Dunn off the New Jersey coast in 1918—the first American vessel sunk in World War I. Two "Protests" re. the Ship Mary O'Brien made before the U.S. Consul in Liverpool, dated 1862 and 1864. Various charts, Ship Registries, navigation books, etc. (late 19th and early 20th century). Boxes of other papers, letters and records as yet not thoroughly examined. Also a copy of the Ulster Co. Gazette featuring an account of George Washington's funeral, and a rare scalloped parchment "Indenture", dated "London, 1644."

Six magnificent planked half hulls, 5 feet to 6 feet long. Four unusual rare sail makers' benches. Two quarter boards of the Reine Marie Stewart, and one from the Bickmore. Two brass ship logs, one in case. Three unique foreman's desks. Pair of ship's lanterns. Original ship yard bell which summoned the workers. A great quantity of antique ship wrights' hand tools of every sort. Blocks and pulleys in all sizes and woods. Heavy machinery includes 2 crabs, 2 splicing vises and 1 hand winch. Tremendous wheels and cart that conveyed huge spars to the ship yard. Quantities of chain and rope. Signal flags. A great mast. Considerable lumber (one plank 45 feet long). Original wooden bow and rib patterns used in constructing vessels.

Old store scales, tea box, measures, stove, spool cabinet, huge coffee grinder, press, showcases, etc.

The Sail Loft has been sold, and the new owner is awaiting termination of this auction to take complete possession. Full cooperation will be given, however, to those purchasing heavy machinery, spars, etc. This advertisement presents merely highlights of the auction. Time has not permitted a thorough survey of the goods to be offered, and it is highly probable that items as important, or even more so, than those listed herein, will be uncovered before the sale date. Every item in this sale belongs to the Elliot family, and has been consigned to the auctioneer without reserve to be sold at his discretion. Sealed bids and checks received from responsible persons unable to attend.

Ample hotel & motel accommodations nearby.

Seats. Caterer. Order of Dunn & Elliot Co.

A VERITABLE SEGMENT OF MAINE'S GLORIOUS MARITIME HISTORY

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NEEDHAM HOLT

revival of wooden shipbuilding in Maine, the firm was incorporated in 1918 for \$50,000. About this same time Richard E. Dunn sold out his interest, to go into the garage business in Thomaston; George Elliot died; and Frank D. Elliot entered the firm. Another brother, John A. Elliot, had moved to New York and established a shipbrokerage business there, handling the business of the Dunn & Elliot ships in that area.

The corporation built at Thomaston:

1918 4m. Sch MARGARET THROOP	1264
1919 4m. Bkn CECIL P. STEWART	1216
1919 4m. Bkn REINE MARIE STEWART	1307
1920 5m. Sch EDNA HOYT	1512

It also managed two schooners built by R. L. Bean at Camden:

1920 4m. Sch ROBERT L. BEAN	1335
1920 4m. Sch T. N. BARNSDALL	1309

Of these, the CECIL P. STEWART was lost in 1927 and the ROBERT L. BEAN in 1926. John A. Elliot became managing owner of the MARGARET THROOP in 1924, but less than a year later she was taken over by a Boston firm who named her BESSIE M. DUSTIN. EDNA HOYT and T. N. BARNSDALL passed to other ownership by 1924, leaving only REINE MARIE STEWART under the Dunn & Elliot houseflag. She was laid up at their coal dock about 1930, and although there was a project to send her on a trading voyage to the coast of Africa in the early '30's, nothing materialized, and she finally became a Canadian four-masted schooner in 1938.

Captain Arthur J. Elliot and his sons bought out the interests of Richard Elliot, who is now a banker in Thomaston, and Frank Elliot; and the firm now consists of A. J. Elliot, president; J. Edward Elliot, vice president; and Albert B. Elliot, treasurer; continuing with the coal and general store business.

During the years the firm also managed other vessels than those it built. One of the first of these may have been the EFFIE J. SIMMONS of 1871, as she is not included in either of the lists mentioned. Around 1910 it ran the two-masters ELIZA LEVENSALER, JAMES A. BROWN, and ELLA F. CROWELL and three-masters STEPHEN G. LOUD, ABBIE BOWKER, and JOSEPH W. HATHORN. In 1920 it had the three-master MARION N. COBB of 1902.

ACKNOWLEDGMENTS—Thanks to Patrick Armistage, Gordon Jones, Capt. J. Johnson, Brad Mitchell, Bob Goddard, Harold Huycke, Marine Digest, New Zealand Ship & Marine News and Finlands Flotta for items col. 2.

SAILING SHIP NEWS

JOHN FORREST WILSON LYMAN, 8-lb, 5 $\frac{1}{2}$ -oz, arr Sibley Hospital, Washington, D.C., 5 Nov. 1950, and growing every day.

AZALEA, barge (ex 3m. sch, p. 56) Nov. 1950 reported laid up at Sausalito, Calif. C. S. HOLMES, barge (ex 4m. sch) 4 Nov. 1950 broke towline, towing Zeballos B.C. to Port Alberni by JOAN G.; went ashore at Esteban, B.C., and broke into 4 pieces. CORAL, 2m. sch (see v. 1, p. 38) was built at Port Jefferson, N.Y., in 1878, and has been an auxiliary for some years. She was acquired by Capt. Zeb Tilton of Marthas Vineyard to replace ALICE S. WENTWORTH, but he went to the hospital before ever sailing her, and she has now lost her masts.

DAR POMORZA, Pol. aux. tr. ship. Arr Gibraltar 29 July; sailed 30th; 11 Aug. sailed Istanbul for Odessa; 21 Aug. sailed from Istanbul on return; 28 Aug. at Palermo; 16 Sept. passed Dover; 20 Sept. sailed Gothenburg; 26 Sept. passed Elsinore for Gdynia and the Iron Curtain.

ERNESTINA, Port. 2m. sch. 31 Oct. sailed Providence R.I. for Fogo C.V.I.; cargo of general mdse and 7 passengers.

GEORGE U. HIND, 4m. bktn. The man for whom she was named, former partner in Hind, Rolph & Co., died at San Francisco late in October at 79. The barkentine, as a barge, was beached and burned at Ocean-side, Calif., in December 1936.

HELEN DENNY, N.Z. hulk. Was built Glasgow 1866 as a ship, hulked at Wellington in 1913 and has been at Auckland since 1945.

MADALAN, Port. aux. bgn. 10 Nov. sailed Providence for Cape Verdes; pass. & cargo.

MINDANAO, barge (ex 4m. sch ANDY MAHONY). Was sunk by harbor master off Newport, Calif., in the autumn of 1946.

RESOLUTE, ex 4m. sch. Formerly a yacht clubhouse at Mobile. Still there in 1950 with large white house over deck.

SOPHIE CHRISTENSON, Can. barge. Oct. 1950 took 500-M timber from Nootka Sound to Seattle; henceforth to run between British Columbia ports.

ULJAS, Finn. 3m. bkn. Built Raumo 1891 by Kale Linden for John Nurminen; was the foundation of the Nurminen shipowning firm. Laid up about 1940; 4 June 1950 scuttled off Raumo with honors.

WAWONA, 3m. sch. Dragged in Orcas I. berth in same storm that finished C. S. HOLMES; so towed to Seattle by P. S. T. & B. Co. ACTIVE; berthed at Lake Union Drydock. Now owned by J. W. Beardsley & Sons.

BOOK REVIEWS

GIBBS, James A., Jr. "Pacific Graveyard; a narrative of the ships lost where the Columbia River meets the Pacific Ocean," 173 pp, 25 ill. Binford & Morts, Portland, Ore. Price, \$3.00.

The Columbia mouth, where the river current battles the ocean tides and swells, is a region of steep seas and shifting sands that has claimed about 125 vessels since navigation began there around a century and a half ago. Expenditure of over \$25 million by the Corps of Engineers has reduced but not entirely eliminated the risk; even in 1947 the DREXEL VICTORY was lost on the bar.

Jim Gibbs, who is assistant editor of the Seattle "Marine Digest", has combed the beaches of the Northwest for years, running down the stories of these wrecks, and a fascinating collection they make. He tells of the salvage of the COLUMBIA RIVER lightship, which was hauled a mile overland and set afloat again in quiet waters; of the NORTH BEND, a four-masted schooner who floated herself after a year on the beach; the PETER IREDALE, whose bones are still visible after 44 years; and the pilot schooner J.C. COUSINS, whose crew disappeared and left her to sail herself on Clatsop Spit.

Then there is the story of William Begg, survivor of the loss of the GLENMORAG in 1895. He married the girl who helped him take off his wet shoes on the beach, and they still live near the spot, surrounded by relics of the GLENMORAG.

An appendix gives an alphabetical list of the wrecks, which are treated topically in the text. The illustrations are well chosen and convey, as no words can, the tremendous force of the sea.

HAUK, Z. William, "The stone sloop's of Chebeague and the men who sailed them; also some Chebeague miscellany," 97 + 11 pp; ill; index. Privately printed, T. Tharf, Boston, and Chebeague I., Me., 1949.

Chebeague is the largest island in Casco Bay, Maine, off Portland, and its residents late in the 18th Century employed their market sloops in hauling stone ballast to the Portland shipyards for the new ships. From this beginning the islanders became the "heavy lift" experts of the whole New England coast, building larger and larger sloops until they produced the 111-ton M.M. HAMILTON in 1869, which sported a mainsail with 1003 yards of cloth.

The sloops laid up for the winter in the lee of Cornfield Point, but as soon as the ice went out in the spring they were manned and went to work building wharves and breakwaters or hauling structural granite from quarries to seaport cities or railheads. The boys shipped as cooks at 14, and every able-bodied man on the island had a fling at "slooping" in his time; males were scarce on Chebeague in the summer, except on the 4th of July, when all the sloops returned for the holiday.

This book, which has been produced in an edition of 250 copies from mimeographed pages, contains a complete register of the sloops; a roster of the men who manned them, with genealogies; and a collection of first-hand bits of reminiscence. The appendix has sample account-book extracts for periods between 1839 and 1906. All in all, it provides a fascinating picture of a local seafaring industry which has hitherto gone practically unnoticed.

MORISON, Samuel Eliot, "The ropemakers of Plymouth; a history of the Plymouth Cordage Company 1824-1949," xii, 177 pp; 16 ill; 3 appendixes; index. Houghton Mifflin Co., Boston, 1950. \$3.00

Twisting fibers into cordage is an industry not greatly dissimilar from spinning them into thread and then weaving textiles, except that the cordage industry looks to the sea for a larger proportion of its customers. We learn from this book that Plymouth first worked with Manila in 1830, and it formed about a third of total production in 1839. Since Manila, unlike hemp, does not have to be tarred, model makers and artists should take note of the difference in color of rigging made of the two fibers. In 1843 Plymouth introduced steam-heating in the tar vat, instead of applying direct flame, and a lighter-colored hemp resulted.

The appendixes give lengths for a gang of rigging for a 1000-ton ship in 1862 and a 400-ton brig in 1865; a list of officials of the company; and "useful knots and how to tie them."

MANNY, Louise, "Ships of Kent County, New Brunswick; a partial list of vessels built in Kent County," 62 pp, 12 ill. The author, Sackville, N.B., 1949. \$1.50

An alphabetical list of some 140 vessels built in Kent County in the 19th Century. The locale is the north or St. Lawrence shore of New Brunswick, the chief

port being Richibucto. Miss Manny has used the sources available to her in a highly creditable manner, checking the "Record" and "Lloyd's" against the contemporary newspapers and thereby clearing up many discrepancies. Most of those that remain could be resolved by reference to the original registers in the Public Archives at Ottawa.

More local histories of this kind should be produced, to give the basic facts about the shipbuilding of each port, rather than tiresomely rehashing the exploits of a particular few vessels.

STEVENS, John R., "An account of the construction, and embellishment of old time ships," x, 176 pp, 44 plates. Toronto, the author, 1949.

For the most part this book deals with ships of a period older than that covered by LOG CHIPS, except for two plates said to be from a "shipping register of the port of Halifax", but actually from "American Lloyd's Register" (LC v.1, p.135). Some of the models used to illustrate the text are similarly vague in their identification.

The book has been photo-offset from drawings, photographs, and typewritten copy in an edition of 500 copies, and has been given flexible covers and a spiral binding. Originally priced at \$14.50, it now sells for \$12.00, but devaluation of the pound makes it available from Francis Edwards in London for about \$10.80.

DONALDSON, Captain A., "Fifty years too soon," 328 pp, ill. Whitcomb & Tombs Pty. Ltd., Melbourne, 1948. 12/6 Australian.

Captain Donaldson is an Aberdonian who served his time in Milne's INVERESK, was mate of the skysail-yard four-mast bark LYNTON, and then went into steam, joining Burns, Philp just before World War I. He had the misfortune to lose the MATUNGA to the WOLF in 1917, and spent the rest of the war a German prisoner. He went back with Burns, Philp after the war, and was sailing for them when War II broke out. The book was completed in 1942, when the author had been 50 years at sea, but a post script carries him up to November 1944.

The narrative is written in an easy style, and is noteworthy for being a good deal less reticent about night-life ashore than is customary in accounts of this nature.

Captain Donaldson's account of his adventures with the WOLF is entirely without rancor or bitterness toward his captors. We know of three other first-hand narratives of captives of the WOLF, two published quickly after the event; the third, a much better book by Roy Alexander, "Sparks" of the WAIRUNA, was written long afterwards and is more like Captain Donaldson's in its treatment. The WOLF's achievement was really remarkable, and it served as a pattern for similar German operations in World War II about which little yet has been published.

The WOLF narratives:

TRAYES, F.G., "A captive on a German raider," R.M. McBride, New York, 1918.

Trayes was homeward bound from 20 years in Siam, a passenger on the HITACHI MARU. CAMERON, John Stanley, "Ten months in a German raider," G.H. Doran, New York, 1918.

Capt. Cameron was master of the ex-whaling bark BELUGA; his narrative was also serialized in "Sunset" with the title "The Sea Wolf's prey -- my wife and child and I, for 9 months prisoners on a German raider," August to November, 1918.

ALEXANDER, Roy, "The cruise of the raider WOLF," Yale U. Press, New Haven, 1939.

STRÖM, S.A.E. (Hon. Editor), "The annual Dog Watch, No. 8, 1951," 128 pp; ill. Published by the Shiplovers' Society of Victoria, Victoria, Australia.

This is the latest in a series of year-books issued by the Victoria group, an organization devoted to preserving maritime history, both sail and steam. It contains 29 articles on various topics in this field, most being first-hand reminiscences.

Copies of this and some previous issues are available from Miss Ström at 117 Williams Road, Prahan S.1, Victoria, Australia.

CURRENT BIBLIOGRAPHY

BETHLEHEM STEEL COMPANY, "1849-1949; a century of progress." 32 pp; ill. San Francisco, 1949. History of Union Iron Works, shipbuilders since 1883.

FIREMAN'S FUND INSURANCE Co., "The story of the DIAMOND KNOT," 30 pp; ill., San Francisco, 1948. She was sunk in Sts. of Juan de Fuca 13 Aug. 1947; 5 million cans of salmon were recovered from 22 fathoms and recanned for the benefit of the underwriters.

GRACE, Joseph P. Obituary in Grace Log, pp. 1-5, Sept-Oct, 1950; pp. 1-5. Died 15 July 1950.

GRÖNSTRAND, Lars, "Finlandska seglare; IV, ALTAI, AALTO, SVÄRRE, KILGORAN." Medd. Sjöhistoriska Museet vid Åbo Akademi, No.10. 48 pp; ill. 1947

Biographies of four Finnish barks; three sail plans.

HALL, Charles H., "A. Cary Smith, master designer," Yachting, Feb.1951, pp.46-48, 74-75; ill. Smith (1837-1911) 'never designed a homely boat or a slow one.'

ITKONEN, T., "Mitä ruuhet voivat kertoa muinaisajan liikenteestä," Finlands Flotta, v.25, pp.271-273, Oct.1950. Ill.

'What the flat-bottomed rowboats tell of ancient navigation'--from dugouts to modern Finnish rowboats.

STANDARD OIL Co., "Tankers," The Lamp, v. 32, no.2, pp.10-16, June 1950. Ill.

Three watercolors by Lawrence Beall Smith.

TOD, G.M.S., "Sail in '49," Motor Boating, pp.22-24, 66-68, Dec.1950. Ill.

U.S.BUREAU OF CUSTOMS, "Merchant Vessels of the United States 1949 (including yachts and certain other vessels)," 919 pp; Govt.Ptg.Off., Washington, 1950. Price \$4.75.

NEWS & NOTES

NEW MAGAZINE ON SHIPS

The sample issue of "Ships & Sailing," a new venture by the publishers of "Trains" and "Model Railroader," was circulated in January, and if newsstand tests are satisfactory regular publication will commence in June. The first issue, while mostly on current steamship topics, has an excerpt from "Moby Dick" and two pages of schooner photographs.

"Ships & Sailing" will be published by the Kalmbach Publishing Co., 1027 N 7th St., Milwaukee 3, Wisconsin; subscription \$5 per year.

SPURLING PRINTS AVAILABLE

The well-known line of Jack Spurling clipper prints is available from Commander Geoffrey Thompson, 2249 N. Madison St., Arlington 5, Va. A score of the more popular prints are in stock, and others can be obtained from the British publishers.

Before his death in May 1933, Spurling had painted most of the famous clippers, Blackwall passenger vessels, and wool ships of the middle years of the 19th Century. His seafaring background enabled him to transfer to canvas the spirit and atmosphere of the great days of sail.

EXPANSION OF "DIE SEEKISTE"

The Kiel journal of maritime affairs has expanded its coverage of historical matters, commencing with the January 1951 issue, through addition of a section called "Logbuch," edited by a well-known Hamburg writer on sail topics, Kapitän Fred Schmidt.

The current issue features a journal of a rounding of Cape Horn in 1891 by the ex-steamer FRITZ REUTER. "Seekiste" is published at Haszstrasse 13-15, Kiel, by Budweg Verlag, at one mark per copy.

GERMAN SHIPS FLY NATIONAL FLAG AGAIN

The black-red-and-gold of Republican Germany is now carried at the foremast of German merchant craft, as of 23 Feb.1951.

FOURTH INTERNATIONAL CONGRESS OF THE SEA

A three-day session of this organization will be held at Ostend in July under the auspices of the Belgian Union of Naval Engineers and Belgian Maritime League. Maritime history and archeology are among the topics to be discussed.

SHIPBUILDING MOVIE WINS AWARD

"The shipbuilders of Essex," produced for the U.S. Department of State and showing the construction of a wooden trawler at Essex, Mass., won first prize in the technical films class at the 11th International Exhibition of Cinematographic Art at Venice, last August and September.

HALING IN THE AZORES

In 1949, 565 sperm whales were taken in the Azores and 109 at Madeira, representing nearly 1/10th of total world sperm oil production, and all taken with hand irons from open boats in the manner taught by the New Bedford whalers.

IRISH PENNANTS

McKay built only one STAFFORDSHIRE--the one registered 6 Dec.1850 (LC v.2, p. 3) should read DANIEL WEBSTER.

JOSEPHINE WINSATT (LC v.2, p.38) was not a reel ram, and Bob Burgess sends photos of her underbody to prove it. She had rounded bilges and finer ends than the true ram type.

From Dr. Jürgen Meyer, to vol.1:

p.109 DUNFION renamed UNLINE of Hamburg

p.120 WILLY RICKTERS " PAUL " "

CAIBUSDOON " CLAUS " "

p.133 S. ARGHERITA " OSSA " "

THREE-MASTED SCHOONERS BUILT ON THE PACIFIC COAST

Name	Gross Tons Built	Year Builder	Fate
DORIS CRANE (Aux)	351 Oakland, Calif.	1920 W.F.Stone & Son	British; burned Dec.'27.
ADY (aux)	373 Hoquiam, Wash.	1918 Chilman Shipyard.	Belgian.
CAROLYN FRANCES	570 Alameda, Calif.	Barnes & Tibbitts	Sold to Russia, 1928.
(aux; 1925 rn.CHARLES BROWER; 1928 rn CHOUKOTKA)			
GABY (aux)	375 Hoquiam, Wash.	Chilman S.Y.	Belgian; rn RUBENS of Nassau.
PALAWAN (aux)	834 Oakland, Calif.	W.F.Stone & Son	July 1932 burned Baltic.
		1916	
GREAT BEAR (aux)	367 Port Blakely, Wash.	E.W.Heath	Lost Bering Sea July'16.
JUNE (aux)	484 St.Helens, Ore.	St.Helens SB Co.	Sold to Newfoundland.
RUBY (aux)	557 St.Helens, Ore.	St.Helens SB Co.	Abnd.afire March 1919.
		1913	
GOLDEN STATE (aux)	353 Oakland, Calif.	J.F.Stone & Son	"Dog Star" of movies.
			Hull still at Los Angeles.
		1905	
OREGON (aux)	343 Prosper, Ore.	E.Heuckendorff	Rn APOLLO; rn APOLLO
		1904	MARU; 1933 owned Kobe.
HUGH HOGAN	392 Marshfield, Ore.	K.V.Kruse	Lost 1922 as aux.OZMO.
		1903	
ALPHA	300 North Bend, Ore.	E.Heuckendorff	Lost Feb.'07, Ore.coast.
SAUSALITO	367 San Francisco, Cal.	W.F.Stone	Lost Dec.'15, Wash.coast.
		1902	
ADVANCE	281 Parkersburg, Ore.	S.Danielson	Sold Honduran 1915.
C.A.KLOSE	401 Alameda, Calif.	J.W.Dickie	Foundrd.March 1905.
OAKLAND	418 San Francisco, Cal.	W.F.Stone	Lost'24 as MARY HANLON.
RUBY	345 Alameda, Calif.	J.W.Dickie	Sold Mexican 1940.
		1901	
ADVENT	431 North Bend, Ore.	K.V.Kruse	Lost Ore.coast Feb.'13.
ON IARD	276 Parkersburg, Ore.	S.Danielson	Lost Ore.coast Feb.'05.
		1900	
STANLEY	355 Fairhaven, Calif.	H.D.Bendixsen	Lost Aleutians, 1910.
		1897	
MILDRED	464 Fairhaven, Calif.	H.D.Bendixsen	Mar.'08 lost Wash.coast.
REPEAT	455 North Bend, Ore.	Simpson Yard	1920 sold French.
WAWONA	468 Fairhaven, Calif.	H.D.Bendixsen	Still afloat.
		1896	
ALBERT MEYER	459 Fairhaven, Calif.	H.D.Bendixsen	Lost Florida Dec.1927.
BELLA	180 Acme, Ore.	E.H.W.Hansen	Nov.'06 lost Ore.coast.
METHA NELSON	460 Fairhaven, Calif.	H.D.Bendixsen	US Navy IX-74, W. War II.
		1895	
C.A. THAYER	453 Fairhaven, Calif.	H.D.Bendixsen	Still codfishing.
ELLA LAURENA *	223 Portland, Ore.	J.W.Steffen	Lost Dec.'95
MAWEMA	453 Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Aug.1928.
		1894	
URANUS	152 San Francisco, Cal.	C.J.Jorgensen	Junked Sept.1905.
(actually steamer SALINAS of 1861 rebuilt)			
		1893	
JOHN A.	282 Eureka, Calif.	P.Matthews	Breakwater, Puget Snd.'50.
		1892	
CHARLES R. WILSON	345 Fairhaven, Calif.	H.D.Bendixsen	Hull afloat, Puget Snd.
OTTILIE FJORD	261 Fairhaven, Calif.	H.D.Bendixsen	"Pandora" of "Mutiny on the Bounty"; ended in Los Angeles Harbor.
LOUISE	346 Fairhaven, Calif.	H.D.Bendixsen	1946 lost as PACIFICA.
O.M.KELLOGG	393 Fairhaven, Calif.	H.D.Bendixsen	Lost Samoa Sept.1915.
PROSPER	241 Pershbakers Mill, Ore.		Burned for movies 1924.

1891

CZARINA	230 Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Feb.1911
ROY SOMERS	315 Fairhaven, Calif.	H.D.Bendixsen	Sold to Papeete.
1890			
AZALEA	344 Fairhaven, Calif.	H.D.Bendixsen	Hull still afloat.
G. W. WATSON	452 Fairhaven, Calif.	H.D.Bendixsen	Lost at Raiatea Apr.'12.
J. M. WEATHERVAX	384 Aberdeen, Wash.	J.A. Weatherwax	1916 rn ETHEL M. STERLING;
1920 Peruvian BALLESTAS.			
LUCY	309 Fairhaven, Calif.	H.D.Bendixsen	1920 RAITA of Papeete.
SADIE	310 Fairhaven, Calif.	H.D.Bendixsen	1921 sold to Philippines.
SEQUOIA	341 Fairhaven, Calif.	H.D.Bendixsen	1933 sold to Mexico.
1889 /Wash.			
CHARLES E. FALK	298 Fairhaven, Calif.	H.D.Bendixsen	March 1909 lost Copalis,
H. C. WRIGHT	290 Fairhaven, Calif.	H.D.Bendixsen	Oct.'10 lost Costa Rica.
SOPHIA SUTHERLAND	156 Tacoma, Wash.	J.McDonald	Lost Arctic Aug.1900.
1888			
ALLEN A.	342 Fairhaven, Calif.	H.D.Bendixsen	1919 rn.FOX; still
			afloat as barge, Los Angeles.
GLENDALE	296 Fairhaven, Calif.	H.D.Bendixsen	Lost 1950: barge POINT
			LOMA
J.M.COLMAN	463 Port Blakely, Wash.	Hall Bros.	Lost San Miguel I.1905.
OCEANIA VANCE	445 Port Blakely, Wash.	Hall Bros.	Barge at Los Angeles,
			1934.
1887			
ESTHER BUHNE	290 Fairhaven, Calif.	H.D.Bendixsen	Wrecked as barge 1927.
F. S. REDFIELD	469 Port Blakely, Wash.	Hall Bros.	Lost Alaska Aug.1911.
FRED E. SANDER	463 Port Blakely, Wash.	Hall Bros.	Sold Peru; rn.LIONELO.
GUIDE	144 San Francisco, Cal.	J.H.Farnum	Lost Mexican coast 1909.
LIZZIE VANCE	442 Port Blakely, Wash.	Hall Bros.	Sold Japan 1923.
W. F. JEWETT	476 Port Ludlow, Wash.	Middlemas & Boole	Lost Mexico Aug.'28.
ZAMPA	385 Port Madison, Wash.	Hughes	Burned 1926 Pearl Harbor.
1886			
PIONEER	418 Hoquiam, Wash.	J.McDonald	Lost Ore.coast Dec.1900.
COMET	429 Port Blakely, Wash.	Hall Bros.	Lost San Miguel I.1911.
1885			
W. S. BOWNE	421 Port Blakely, Wash.	Hall Bros.	Sold in Japan June 1891.
1884			
BERTIE MINOR	273 Fairhaven, Calif.	H.D.Bendixsen	Junked 1924.
OCCIDENTAL	209 Fairhaven, Calif.	H.D.Bendixsen	Lost Calif.coast Feb.'02.
1883			
CHALLENGER	279 Eureka, Calif.	A.Cookson	Lost Nov.1904, Ore.cst.
CORONA	394 Port Blakely, Wash.	Hall Bros.	Sold to Peru, July 1903.
DORA BLUHM	330 Port Blakely, Wash.	Hall Bros.	Lost Santa Rosa I., 1910.
EANNIE ADELE	234 San Francisco, Cal.	Dickie Bros.	Burned San Francisco '04.
JENNIE WAND	171 Marshfield, Ore.	H.R.Reed	Lost La Paz, Mex.'06.
JESSIE MINOR	261 Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Sept.1911.
NORMA	326 San Francisco, Cal.	C.G.White	Lost Calif.coast Nov.'99.
ROSALIND (Topsl.)	288 Port Blakely, Wash.	Hall Bros.	Lost Ore.coast Feb.'90.
SAILOR BOY	328 South Bend, Wash.	E.K.Peterson	Junked 1913.
VOLANT	172 Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska July 1905.
1882			
ALCALDE	321 Port Blakely, Wash.	Hall Bros.	Feb.'04 lost Wash.coast.
BEURAH	357 San Francisco, Cal.	Dickie Bros.	Ended in S.F.Bay
DARE	259 North Bend, Ore.	John Kruse	Dec.'90 lost Vanc.I., B.C.
EMMA CLAUDINA	195 San Francisco, Cal.	Matthew Turner	Nov.'06 lost Wash.coast.
FALCON	205 Fairhaven, Calif.	H.D.Bendixsen	Sold to Chile Jan.1907.
FANNY DUTARD	266 San Francisco, Cal.	C.G.White	Junked Seattle c.1935.
FIDELITY	192 Eureka, Calif.	A.Cookson	Lost Humboldt Bar Nov'99.
J.C.FORD	242 San Francisco, Cal.	Matthew Turner	Feb.'93 lost Wash.coast.
LAURA MADSEN	345 Gardiner, Ore.	Holden	Lost Arctic ice Oct.'05.

(continued on page 57)

LENA SWEASEY	256 Eureka, Calif.	1882, continued.	A.Cookson	Lost Mexico Aug.1903.
MABEL GRAY	205 Fairhaven, Calif.	H.D.Bendixsen		Lost Calif.coast Mar.'04.
MARY DODGE	243 Eureka, Calif.	Charles Murray		Dec.1916 sold in Peru.
QUEEN	277 San Francisco, Cal.	C.G.White		Sold to Mexico 1912.
VESTA	285 San Francisco, Cal.	M.Turner		Lost Dec.1897.
WILLIAM RENTON	447 Port Blakely, Wash.	Hall Bros.		Sold to Mexico Mar.1913.
1881				
ANNIE LARSEN	376 Port Blakely, Wash.	Hall Bros.		June'18 lost S.Pacific.
BERTHA DOLBEER	242 Fairhaven, Calif.	H.D.Bendixsen		Lost N.Z.coast Feb.'18.
DAKOTA	335 Marshfield, Ore.	H.R.Reed		Lost 17 Sept.1886.
HALCYON	293 Eureka, Calif.	A.Cookson		Lost at sea Nov.1918.
JAMES A.GARFIELD	316 North Bend, Ore.	John Kruse		1908 sold to Peru; rn G.GARIBALDI
JOHN G.NORTH	336 Marshfield, Ore.	H.R.Reed		May'19 burned as barge.
JOSEPH RUSS	247 Eureka, Calif.	E.Cousins		Lost Aleutians May 1912.
MAGGIE	196 Eureka, Calif.	E.Cousins		Lost Mexico 11 June 1903.
MARIA E. SMITH	365 Port Blakely, Wash.	Hall Bros.		12 July 1904 abandoned.
VEGA	245 Fairhaven, Calif.	H.D.Bendixsen		1918 sold to Peru.
1880				
EVA	277 Seabeck, Wash.	Murray		Apr.'10 lost Mexico.
IDA McKay	187 Fairhaven, Calif.	H.D.Bendixsen		Feb.'12 lost at sea.
1878				
PEERLESS	244 Gardiner, Ore.	Peterson		Reg.abandoned 1925.
TRUSTEE	280 North Bend, Ore.	John Kruse		Lost Wash.coast Apr.'86.
1877				
CHARLES H. MERCHANT	283 Marshfield, Ore.	H.R.Reed		Lost Ore.coast Aug.1902.
COMPEER	347 Fairhaven, Calif.	H.D.Bendixsen		Lost Bristol B., Jul.'12.
HARRISON	364 Port Ludlow, Wash.	Hall Bros.		Lost Alaska Sep.'97.
1876				
COURSER	357 Port Ludlow, Wash.	Hall Bros.		Abnd.at sea Dec.1892
EXCELSIOR	348 Fairhaven, Calif.	H.D.Bendixsen		Lost Alaska Aug.1906
JENNIE STELLA	292 Marshfield, Ore.	H.R.Reed		Lost Mexico Dec.1905.
PREMIER	307 Port Ludlow, Wash.	Hall Bros.		Lost Unimak I., May'19.
REPORTER	350 Port Ludlow, Wash.	Hall Bros.		Lost at S.F., March'02.
1875				
MAMA UTTER	279 Port Ludlow, Wash.	Hall Bros.		Lost Brit.Col.Feb.'04.
JOSEPH PERKINS	297 Vallejo, Calif.	J.Perkins		Lost Haw.Is., May 1880.
LAURA MAY	246 Marshfield, Ore.	H.R.Reed		Lost Alaska Aug.1901
SUNSHINE	326 Marshfield, Ore.	Holden		Lost maiden voyage.
WILLIAM L.BETBE	296 Port Ludlow, Wash.	Hall Bros.		Lost S.F.Dec.1894.
1874				
UNA	207 Port Blakely, Wash.	Bryant		Lost Panama Oct.1909.
1873				
PIO BENITO (Tops1)	277 Port Ludlow, Wash.	Hall Bros.		Lost Cent.Amer.1875.
1871				
ELNORAH	144 Newport, Ore.	James Munroe		Lost Calif.coast 1897.
1872				
OREGONIAN	246 Coos Bay, Ore.	John Kruse		Lost Ore.coast Jan.'77.
1867				
JAMES TOWNSEND	168 Noyo, Calif.	Peterson		Lost Calif.coast 1895.
1866				
SUE MERRILL	148 Russian Gulch, Cal.	T.H.Peterson		Lost Calif.coast 1867.

Two of the above, ROSALIND (1883) and PIO BENITO (1873) were three-masted topsail schooners. The JOSEPH PERKINS (1875) may have been one also, as she is called a barkentine in some accounts. The SUSAN & KATE DENIN of 1854 was described as a three-master by her builder, John G.North, many years later; but her register gives her only two masts: 1871 is correct for ELNORAH and 1872 for OREGONIAN.

SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1892

(All IRON unless otherwise noted)

W. Doxford & Sons, Sunderland

EDNYFED	Bark	1115	R. Thomas & Co., London	
ERNA	1908	Pettersen & Lillenaess, Porsgrund		
EDITH JONES	1912			
EDITH WOLDEN	1915	H.E. Wolden, Montevideo		
ORIOLE	1917	Oriental Nav. Co., N.Y.	Barge; junked 1938.	
KIRKMICHAEL (STEEL)	Bark	933	J. Steel & Sm., Liverpool.	Wrecked Dec. 1894
MOEL-Y-DON	Bark	1112	Gwynedd Shipp. Co. Lim., Carnarvon.	Abandoned 1901.

Osborne, Graham & Co., Sunderland

GANGES	Bark	1529	J. Nourse, London.	
ASTERS	1917	Thv. B. Heistein & Sons A/S, Kristiansand.	Submarined May '17	

Sunderland Shipbuilding Co., Sunderland

GLENFINLAS	4m. Ship	2228	L.H. McIntyre & Co., Liverpool.	Missing 1897, S. Pac.
GLENORCHY	4m. Ship	2229	L.H. McIntyre & Co., Liverpool.	
FRATELLI BEVERINO	1897	Flli. Beverino, Italy.		
ITALIA		(Italian)	Lost in collision Jul. '15	

R. Thompson & Sons, Sunderland

ALLONBY	Bark	1451	P. Iredale & Son, L'pool.	Hulked Trinidad 1909.
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W. Walker & Co., London

ANNIE McDONALD	Bark	479	Mrs. S. M. McDonald, London.	
CANNA			H. Stubbings, Liverpool.	

Oswald, Mordaunt & Co., Southampton

BOLAN	Ship	2058	T. & J. Brocklenank, Liverpool.	Missing 1889.
FRANKISTAN	Ship	2002	Brit. & Eastern Shipp. Co. Lim., L'pool.	Burned 1902.
LEICESTER CASTLE	Ship	2067	L.C. Shp. Co. Lim. (J. Coupland), Liverpool	
VIK	1912	Lars Christensen, Sandefjord.	Broken up USA 1923.	
RAJORE	Ship	2093	William Rome, Liverpool.	Broken up 1923, Germany.
SARDOMENE	Ship	2000	H. Fernie & Sons, L'pool.	Submarined July 1915.
THE HAHNEMANN	Ship	1997	Stuart & Douglas, L'pool.	Wrecked July 1902.

W. H. Potter & Sons, Liverpool.

DRUMMUIR	4m. Ship	1844	Gillison & Chadwick, L'pool.	Sunk by LTIPZIG 1914.
DYNOMENE	Ship	1949	H. Fernie & Sons, L'pool.	Hulked 1908; sunk 1925.
GENISTA	Ship	1852	Sandbach, Tinne & Co., L'pool.	Submarined May 1916.
KALMIA	Ship	1842	Sandbach, Tinne & Co., L'pool.	Lost in Hooghly '85.
MUNCASTER CASTLE	4m. Ship	2104	Lancaster Shipowners Co., L'pool.	Wrecked 1901.
MYLOMENE	Ship	1949	H. Fernie & Sons, L'pool.	Broken up Holland 1910.

T. Royden & Sons, Liverpool

GODIVA	Ship	2054	Sandbach, Tinne & Co., L'pool.	Abandoned Dec. 1904.
OREAD	Bark	828	J. Newton, Liverpool.	Wrecked May 1901.
OREAILLA	Ship	1843	Sandbach, Tinne & Co., L'pool.	Submarined May 1916.
STRONSA	Ship	2053	Sandbach, Tinne & Co., L'pool.	
VALKYRIEN	1909	A.O. Andresen & Co., Copenhagen.	Broken up 1923.	
WINDSOR PARK	1840	W.P. Ship Co. Lim. (A. Howden & Co.), London.	Hulk since 1920.	

Whitehaven Shipbuilding Co., Whitehaven

ILALA	Ship	1375	Lowden, Edgar & Co., Liverpool.	Abandoned March '17.
MOLESBY	Ship	1259	J. Dodd, Liverpool.	Lost, Dec. 1895.

R. Williamson & Son, Workington.

AIGBURTH	Ship	1838	Sl. S. A. Co. Lim. (R. W. Leyland & Co) L'pl.	Lost 1904.
GRASSEDALE	Ship	1842	Sl. S. G. Co. Lim. (R. W. Leyland & Co) L'pl.	Missing 1884.

Troon Shipbuilding Co., Troon

CULZEAN CASTLE 3m.Sch 178 J.Bell, Ayr. (WOOD)

STRATHENDRICK Bktn 198 J.M.Campbell, Glasgow. (WOOD)

IMOGENE C.T.Bowring & Co., Liverpool. Q-Ship, 1918.

R. Steele & Co., Greenock

INVERSNDAID Ship 1614 J.McGregor, Greenock. Foundered 15 Oct.1886.

Russell & Co., Port Glasgow and Greenock. Greenock yard.

FALLS OF AFTON 4m.Ship 1974 Shp.F.of A.Co.Lim(Wright & Breckenridge), Gls.

FRANCESCO GIUSEPPE I.(Austrian)

FALLS OF AFTON Submarined 1917.

FALLS OF DEE 4m.Ship 1974 Shp.F.of D.Co.Lim.(Wright & Breckenridge), Glasgow

TRIE 1910 Oscar Hytten, Tønsberg. Submarined May 1917.

MATTERHORN 4m.Bark 1918 J.R.de Wolf, Liverpool. Foundered Apr.1909, N.Pac.

PENGWERN Ship 1648 Shp.P.Lim.(D.W.Davies & Co.), L'pl. Foundered 1907.

SUTHERLANDSHIRE Ship 1641 T.Law, Glasgow Wrecked 25 July 1900.

UNION 4m.Ship 2234 A.D.Bordes & Fils, Bordeaux. Sunk Oct.1914.

Port Glasgow yards.

BANDEETH Bark 724 W.& J.Lockett, Liverpool

OLDENBURG

PRECURSORE M.

ARGENTARIO 1917 Soc.Prodotti Chimici, Colla e Concime, Rome.

HUDSON BAY Ship 1642 Hatfield, Cameron & Co., Glasgow. Foundered 1886.

KILBRANNAN Ship 1635 Kerr, Newton & Co., Glasgow. Ashore Feb.1896.

MARION CHILCOTT 1897 Barneson & Chilcott, Seattle. 1926, molasses barge.

PORT GLASGOW Bark 923 Crawford & Rowat, Glasgow. Missing S.Pac., 1895.

PORT GORDON Bark 1147 Crawford & Rowat, Glasgow. Wrecked Feb.1889.

SUMATRA Ship 1151(net) P.Denniston, Glasgow. Wrecked 17 Nov.1882.

R. Duncan & Co., Port Glasgow

AMPHITRITE Ship 1777 C.S.Caird & Co., Greenock. Missing 1911.

CLAN MACKENZIE Ship 1684 Thomas Dunlop & Sons, Glasgow.

MAJORKA 1909 Red.A/S Majorka (K.Brunsgaard), Drammen. Submarined 1917.

ECCLITECHAN Ship 2106 T.C.Guthrie, Glasgow. Wrecked Feb.1900.

J. Reid & Co., Port Glasgow

CLONJAIRD (STEEL) Bark 1361 J. Kerr & Co., Greenock.

TERESA 1898 Figari Fratelli, Genoa. Broken up Feb.1910.

KENMORE Bark 958 R.B.Finlay, Greenock. Missing 1894.

PINMORE (STEEL) 4m.Bark J.Kerr & Co., Greenock. Sunk by SEFADLER 1917.

SIERRA PARIMA(STL)Ship 1584 Sierra Shipp.Co.Lim., L'pool. Wrecked June 1896.

Birrell, Stenhouse & Co., Dumbarton.

GEORGE GORDON Ship 1310 North Brit.Shipp.Co.(Grierson & Cowper), Gls. Lost '84

GOGOBUEN Bark 1098 M.Carswell, Glasgow.

ALFREDO (Spanish) Broken up 1927.

TALAVERA 4m.Ship 1796 J.Hardie, Glasgow. Lost May 1896.

A.McMillan & Son, Dumbarton

IMBERHORNE Ship 2042 I.Sh.Co.Lim(W.R.Price & Co), Lond. Submarined 1917.

LADY ISABELLA Ship 1520 North Brit.Shipp.Co., Glasgow. Wrecked 18 Dec.1902.

MARACAS Ship 1496 W.Kenneth & Co., Glasgow. Missing 1886.

MILTONPARK Ship 1520 North Brit.Shipp.Co., Glasgow. Missing 1903

Barclay, Curle & Co., Glasgow

ALCINOUS Ship 1662 A.& J.H.Carmichael & Co., Greenock. Missing 1905.

ANAUROS Ship 1659 A.& J.H.Carmichael & Co., Greenock.

MABELLA 1905 K.Brunsgaard, Drammen 1 Mar.'17 submarined.

CITY OF BENARES Ship 1574 G.Smith & Sons, Glasgow. Lost 1 Oct.1911.

CITY OF MADRAS Ship 1655 G.Smith & Sons, Glasgow.

WEMYSS BAY 1901 Hatfield, Cameron & Co. Lost Sept.1903

Barclay, Curle & Co., Glasgow, Continued.

INVERARNAN	Ship	1541	J. McGregor, Greenock.	Missing 1883.
KELVINSIDE	Ship	1551	W. Duncan & Co., Glasgow.	Wrecked Aug. 1887.

C. Connell & Co., Glasgow

VANDAURA	4m. Ship	2086	J. D. Clink & Co., Greenock.	Submarined May 1917.
WEST LOTHIAN	4m. Ship	1932	J. Boyd, Glasgow.	Submarined April 1917.

Dobie & Co., Glasgow

FIRTH OF CLYDE	Ship	1263	J. Spencer & Co., Glasgow.	Lost Oct. 1907, S. Austr.
FIRTH OF OLNA	Ship	1264	J. Spencer & Co., Glasgow.	Missing 1887.
HENRY JAMES	Bark	986	North Brit. Shipp. Co., Glasgow.	Wrecked May 1888.
LIVERPOOL	4m. Ship	2089	W. Price & Co., Liverpool.	Missing 1883.
LOCH BREDAN	Bark	982	J. Sproat, Liverpool.	Missing 1902.

A. Stephen & Sons, Glasgow

ABERDEENSHIRE	Bark	1300	T. Law, Glasgow.	Lost 6 Oct. 1832.
TEVIOTDALE	4m. Ship	1695	J. & A. Roxburgh, Glasgow.	Lost Oct. 1833.

A. Hall & Co., Aberdeen

ELVIRA	Bark	493	H. F. Watt, Liverpool.	
PORT JACKSON	4m. Bark	2212	Duthie Bros., Aberdeen.	Submarined April 1917.

A. Stephen & Sons, Dundee

GLENFYNE (STEEL)	Bark	957	Dundee Shipowners Co. (W. O. Taylor & Co.), Dundee	
TERESA G.				
LUIGINA G.			G. Mortala, Genoa.	Wrecked Feb. 1917.
GLENOGLE (STEEL)	Bark	958	Dundee Shipowners Co., Dundee.	Burned Sept. 1901.
GLENSHIRE	Bark	895	Dundee Shipowners Co., Dundee.	Broken up 1923.
HELENSLEA (STEEL)	Bark	1374	Builders.	Lost Aug. 1897.

W. B. Thompson, Dundee

DUNDEE	4m. Ship	2063	Charles Barrie, Dundee.	Broken up 1925, Rotterdam
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Ramage & Ferguson, Leith

HIGHLAND GLEN	Bark	1032	Crane, Colvill & Co., Glasgow.	
NUUANU		1298	C. Brewer & Co., Honolulu, Hawaii.	
PROGRESO		1926	Ty. Camco Sobrino, Cebu, P.I. (Aux. 4m. sch)	
HAI HONG		1927	Juan Sandoval, Manila	
MAGGIE		1929	Visayan Stevedoring Transportation Co., Iloilo.	
SAN BERNARDINO '29			Visayan Stevedoring Transportation Co., Iloilo.	

P. Rodgers, Carrickfergus

LOUIE BELL	Wood 3m. Sch	J. Fisher & Sons, Barrow	118 tons.	Submarined Jan. 1918
POLLIE WHITTAKER	Bgn.	191	R. Singlehurst, Liverpool.	(Wood)

Harland & Wolff, Belfast.

GARFIELD	Ship	2347	Thomas Ismay, Liverpool.	STEEL: IRON FLOORS & BMS.
MAESTRANZA	Repair hulk.		Cia. S. Americana de Vapores, Valparaiso.	
LORD DOWNSHIRE	4m. Ship	2332	T. Dixon & Sns., Belfast	Missing 1895
			(STEEL with iron beams and floorplates)	
WALTER H. WILSON	4m. Ship	2516	S. Lawther, Belfast	
CALIFORNIA		1903	J. Edgar & Co.	Wrecked Jan. 1913.

UNITED KINGDOM LAUNCHINGS, 1882.

Again this list is a compilation from Lloyd's Register and other sources, with a great deal of assistance from Captain H. Daniel of Montevideo.

WALTER H. WILSON, later CALIFORNIA,

was by a margin of nearly 200 tons the largest sailer of the year.

Vessels later American included ORIOLE ex EDNYFED, DRUMMUIR (registered at Victoria, B.C.), MARION CHILCOTT ex KILBRAN-NAN (last serving as a molasses barge at Havana), and NUUANU ex HIGHLAND GLEN.